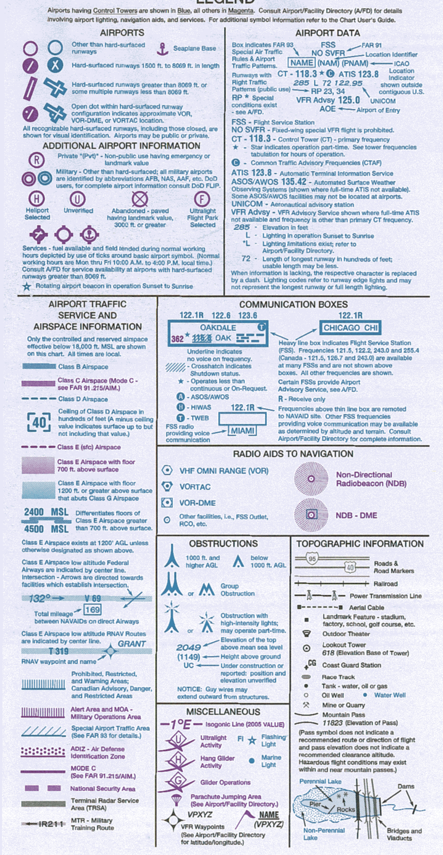
SALT LAKE CITY

LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.



FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Charting Office
Distribution Division, ATO-W
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at www.naco.faa.gov
Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

SALT LAKE CITY

SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

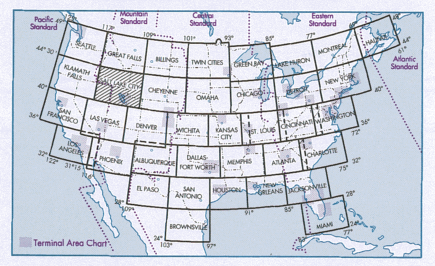
Lambert Conformal Conic Projection Standard Parallels 41°20' and 46°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

83RD EDITION EFFECTIVE 0901Z 8 APR 2010
TO 0901Z 21 OCT 2010

Includes airspace amendments effective 8 APR 2010 and all other aeronautical data received by 11 FEB 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at www.naco.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION



CONTOUR INTERVAL 500 feet
Intermediate contour 250 feet

HIGHEST TERRAIN elevation is 13804 feet located at 43°11'N-109°39'W

Spot elevation 4254
Approximate elevation .... × 3200

Doubtful locations are indicated by omission of the point locator (dot or "x")

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Published by the U.S. Department of Transportation
Federal Aviation Administration
National Aeronautical Charting Office
www.naco.faa.gov

FAA Product ID: SSLC
NSN 7641014100163
NGA REF. NO. SECXXSALTLAKECY
EFF. DATE 10098

CONTROL TOWER FREQUENCIES ON SALT LAKE CITY SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.
Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.
ASR and/or PAR indicate Radar Instrument Approach available.
"MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
BOISE/GOWEN	CONTINUOUS	118.1 257.8	121.7 348.6	123.9 290.4	
FRIEDMAN MEML	0700-2300	125.6	121.7	128.225	
HILL AFB	CONTINUOUS	127.15 263.15	121.6 275.8	134.925 397.9	
IDAHO FALLS RGNL	0700-2000	118.5 257.8	121.7	135.325	
JACKSON HOLE	0700-2100	118.075	124.55	120.625	
JOSLIN-MAGIC VALLEY RGNL	0600-2100	118.2 317.5	121.7		
MOUNTAIN HOME AFB	0700-2400 MON-THU 0700-1800 FRI CLSD SAT-SUN & HOL	133.85 253.5	120.5 275.8	273.5	
OGDEN-HINCKLEY	0700-2000	118.7 253.5	121.7	125.55	
POCATELLO RGNL	0600-2200	119.1 257.8	121.9	135.625	
PROVO	0700-2100	125.3	119.4	135.175	
SALT LAKE CITY INTL	CONTINUOUS	118.3 257.8 (RWYS 17/35 & 14/32) 119.05 257.8 (RWY 16L/34R) 132.65 336.4 (RWY 16R/34L)	121.9 348.6 (RWYS 17/35 & 14/32) 133.65 348.6 (RWYS 16R/34L & 16L/34R)	124.75 125.625	

CLASS B, CLASS C, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
SALT LAKE CITY CLASS B	121.1 319.25 (N OF 41° LAT) 120.9 257.2 (S OF 41° LAT)	CONTINUOUS
BOISE CLASS C	126.9 351.85 (N) 119.6 269.4 (S)	CONTINUOUS
MOUNTAIN HOME AFB RADAR	124.8 259.1	0700-2400 MON-THU 0700-1800 FRI CLSD SAT-SUN & HOL

SPECIAL USE AIRSPACE ON SALT LAKE CITY SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-3202 LOW	TO BUT NOT INCL FL 180	0730-2200 MON-FRI†	SALT LAKE CITY CNTR	128.05 387.15 (N,W) 118.05 363.0 (E,S)
R-3203 A	TO 15,000	BY NOTAM 24 HRS IN ADVN	SALT LAKE CITY CNTR	128.05 387.15 (N,W) 118.05 363.0 (E,S)
R-3203 B	15,000 TO 22,000	BY NOTAM 24 HRS IN ADVN	SALT LAKE CITY CNTR	128.05 387.15 (N,W) 118.05 363.0 (E,S)
R-3203 C	TO 6000	BY NOTAM 24 HRS IN ADVN	SALT LAKE CITY CNTR	128.05 387.15 (N,W) 118.05 363.0 (E,S)
R-3203 D	TO 22,000	BY NOTAM 24 HRS IN ADVN	SALT LAKE CITY CNTR	128.05 387.15 (N,W) 118.05 363.0 (E,S)
R-3204 A	TO 100 AGL	0730-2200 MON-FRI†	SALT LAKE CITY CNTR	118.05 363.0
R-3204 B	100 AGL TO BUT NOT INCL FL 180	0730-2200 MON-FRI†	SALT LAKE CITY CNTR	118.05 363.0
R-6402 A	TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6402 B	100 AGL TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6403	TO 9000	0800-2000 MON-THU	NO A/G	
R-6404 A	TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6404 B	TO 13,000	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6404 C	100 AGL TO FL 280	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6404 D	13,000 TO FL 250	BY NOTAM	SALT LAKE CITY CNTR	128.55 269.175
R-6405	100 AGL TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175(N) 133.45 317.625 (S)
R-6406 A	TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6406 B	100 AGL TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6407	TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6412 A, C	TO 9000	BY NOTAM	SALT LAKE CITY TRACON	
R-6412 B, D	9000 TO 10,000	BY NOTAM	SALT LAKE CITY TRACON	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
AUSTIN 1	200 AGL	0800-2100 MON-FRI	OAKLAND CNTR SALT LAKE CITY CNTR	128.8 285.5 132.25 338.35
GANDY	100 AGL	0500-2000 MON-SAT	SALT LAKE CITY CNTR	128.55 380.05 (N,E) 133.45 397.85 (S) 132.25 338.35 (W)
JARBIDGE	100 AGL	0730-2200 MON-FRI	SALT LAKE CITY CNTR	118.05 363.0 (N,E) 132.25 338.35 (S) 128.05 387.15 (W)
LUCIN A	100 AGL TO 9000	0500-2000 MON-SAT	SALT LAKE CITY CNTR	128.55 380.05 (N,S,E) 132.25 338.35 (W)
LUCIN B	100 AGL TO 7500	0500-2000 MON-SAT	SALT LAKE CITY CNTR	128.55 380.05 (N,S,E) 132.25 338.35 (W)
LUCIN C	100 AGL TO 6500	0500-2000 MON-SAT	SALT LAKE CITY CNTR	128.55 380.05 (N,S,E) 132.25 338.35 (W)
OWYHEE	100 AGL	0730-2200 MON-FRI	SALT LAKE CITY CNTR	128.05 387.15 (N,W) 118.05 363.0 (E) 132.25 338.35 (S)
PARADISE EAST	14,500	0730-2200 MON-FRI	SALT LAKE CITY CNTR	128.05 387.15 (N,W) 118.05 363.0 (E) 132.25 338.35 (S)
SEVIER B	100 AGL TO 9500	0500-2000 MON-SAT	SALT LAKE CITY CNTR	128.55 269.175 (N) 127.825 284.675 (E) 133.45 317.625 (W)
SEVIER D	9500	BY NOTAM 6 HRS IN ADVN	SALT LAKE CITY CNTR	128.55 269.175 (N) 127.825 284.675 (E) 133.45 317.625 (W)

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
† - Other times by DoD NOTAM.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at www.naco.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Charting Office, ATO-W, SSMC-4, Sta. #2335, 1305 East West Highway, Silver Spring, MD 20910-3281.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

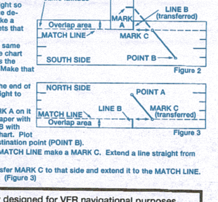
STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).



STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

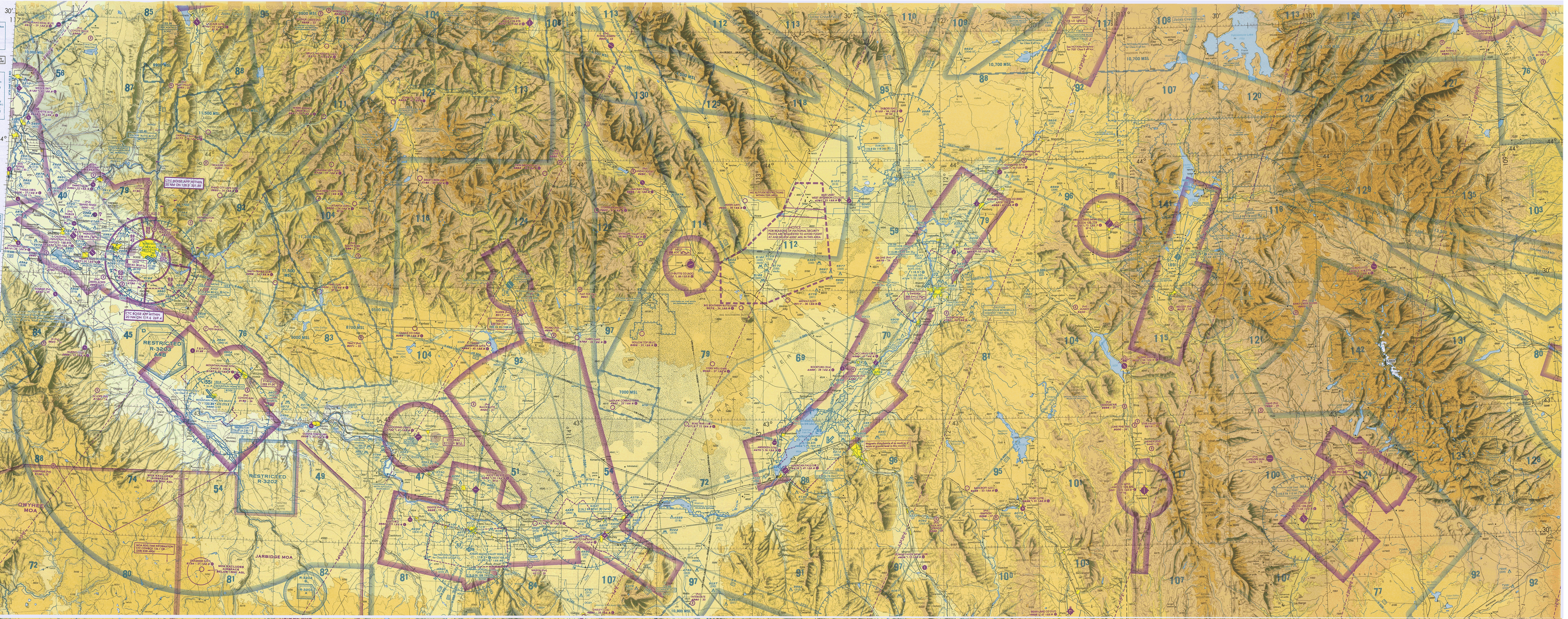
STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

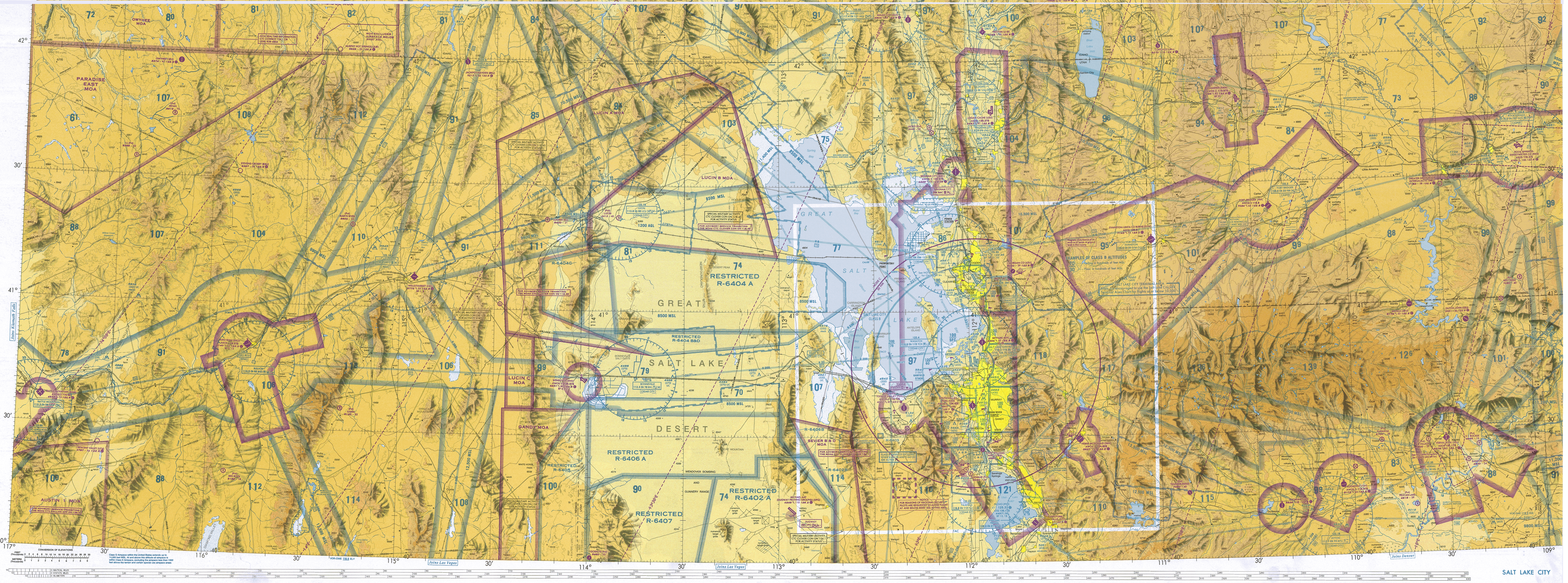
CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) an approved official business of the Federal Government.
All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.
Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.





SALT LAKE CITY